

Montana and the Sky



Vol. 41, No. 1

MONTANA AERONAUTICS DIVISION

January 1990

GOVERNOR STEPHENS AND NTSB CHAIRMAN KOLSTAD TO KICK OFF CONFERENCE

Governor Stan Stephens will welcome participants to the 1990 Montana Aviation Conference at the kick-off luncheon on Thursday, March 1.

James Kolstad, chairman of the National Transportation Safety Board, has accepted an invitation to be featured speaker at the kick-off luncheon.

The Conference is scheduled for March 1 - 3, 1990, at the Colonial Inn in Helena. The kick-off luncheon will begin at 11:30 a.m. on Thursday, March 1.



NTSB Chairman James L. Kolstad

James L. Kolstad, who has extensive transportation and aviation experience in both the public and private sectors, became a member of the National Transportation Safety Board on May 22, 1987. President Reagan designated him vice chairman of the Board on March 4, 1988 for a two-year term. He became acting chairman on August 14, 1988.

Kolstad's experience in transportation has

been in both private industry and government. He spent 1973-78 as Director of Community and Congressional Affairs for the former Civil Aeronautics Board in Washington. He then joined Frontier Airlines, serving seven years as head of corporate communications. Other experience also included being a consultant for Skybus, Inc., in Denver and working for the American Trucking Association in Washington, D.C. His position before appointment to the Safety Board was as a vice president of the Pat Thompson Company, a communications brokerage firm in Englewood, Colorado.

Before 1973, Kolstad worked for former Congressman James F. Battin of Montana and served as Director of Intergovernmental Relations for the U.S. Department of Transportation. He also was Executive Assistant for Intergovernmental Relations in the Office of the Vice President until he joined the White House Advance Office in 1972.

Born in Washington, D.C., Kolstad grew up in Bozeman. He served in the U.S. Navy from 1962-64. He earned his bachelor's degree in journalism at the University of Montana and, after graduation, was a reporter with the Spokesman Review in Spokane, Washington. Kolstad took postgraduate courses in political science at the University of Maryland.

In order to have meal counts, tickets for the kick-off luncheon must be reserved prior to the Conference. Other meal tickets must be reserved at least 24 hours prior to the event. Reservations can be made by using the preregistration form printed elsewhere in this newsletter.

CONFERENCE TO FEATURE WIDE RANGE OF SESSION TOPICS

The program for the 1990 Montana Aviation Conference will include something for everyone with an interest in aviation from the professional who makes his living through aviation to the pilot who flies strictly for fun.

Major speakers will include NTSB Chairman James Kolstad, speaking at the kick-off luncheon on March 1; Bill Shea, FAA New England Aviation Education Program Manager, Saturday awards luncheon, March 3; and Capt. Mimi Tompkins, Aloha Airlines, Saturday banquet, March 3.

Speakers have been arranged for concurrent sessions which will include: medical aspects of flight, airborne navigation, the 747 around-the-world flight, the DUAT system, fuel management, solving problems encountered with the airman medical, crossing the border, drug testing, fuel storage, aviation insurance, weather and others.

The Aircraft Mechanics Refresher Seminar will be held in conjunction with the Conference as will the Ag Operators Seminar. The Ag Operators Seminar will begin on Wednesday evening, February 28, and will continue throughout the day on Thursday, March 1. The Mechanics Seminar will be held at various times through the three days of the Conference for a total of eight hours of instruction.

The FAA will offer an Availability Session conducted by Fred Isaac, regional administrator for the Northwest Mountain Region.

(continued on page 6)

Administrator's Column

Applause for U.S. Aviation System. Having recently returned from a holiday vacation where I flew my personal airplane into seven foreign Caribbean island possessions and South and Central American countries, I could not help but realize that the "good ole U.S.A." has, without any doubt, the most efficient and streamlined aviation system in the world. (I must exclude Canada from this observation.) I include the process required of aircraft for clearing into some foreign countries; i.e., customs, immigration, health, agriculture, airspace utilization, etc. The lack of standardization and communication within a single agency in some of these countries is astonishing. It seems to depend on who you deal with at any given day as to just what the requirements are AND COST associated therewith. It can be very frustrating, and one needs to be very patient. Although flight plans seem to be universally required, you cannot depend on them (flight plans) being forwarded to your destination point. A pilot should be especially aware and cautious of this when returning to the U.S. as the U.S. Customs requires a one-hour minimum prior notification of arrival. The USCS is especially strict about this in the southern U.S. As soon as radio communications can be established with any FAA outlet (ATC-FSS-Flight Watch) you need to assure that your flight plan has been received and that the U.S. Customs has been notified. This recent experience has also caused me to recognize the urgency and importance of active user participation in both state and federal aviation issues in order to protect and retain our "freedom of flight" in this country. There are those who are continuing their efforts to impose such restrictive aviation regulations and, I might add, with some degree of success that we will slowly lose this precious freedom. WE ALL NEED TO GET INVOLVED!

Aeronautics Board meeting. The Aeronautics Board met January 10 and 11, and you can read more about their actions elsewhere in this publication. However, I do wish to express the Division's appreciation for their committee work resulting in Board approval of a legislative package which will be presented to the aviation community during the Aviation Conference being held here in Helena March 1 - 3.

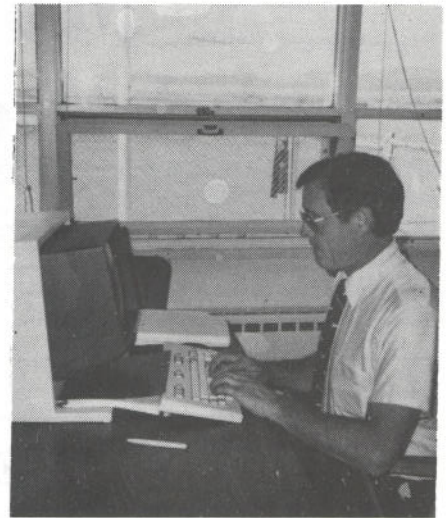
MOVING?

Each time a newsletter must be returned to us because of a wrong address, we pay the Post Office 30¢. Returning charts and directories costs us even more. If you are moving, please take a little time to fill out the form below and mail it to us. It'll save both time and money!

NAME (Please Print) _____

NEW ADDRESS _____

NEW PHONE NUMBER _____



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Mike Letson, Director

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CORRECTION!

By: Redge Meierhenry
Aviation Representative

Last month we published in Montana and the Sky a list of fourteen state-owned and/or managed airports that were reported NOTAMed with the remarks, "No snow removal, snow removal irregular, or airport closed." This is incorrect.

The National Flight Data Center has been notified to make corrections where needed for each airport's listing in the Airport/Facility Directory (A/FD) regarding snow removal remarks. Publishing snow removal remarks in the A/FD allows them to become a permanent record and, more importantly, to be disseminated to a wider audience than a NOTAM would be. A snow removal remark published as a NOTAM only runs on the local NOTAM circuit (NOTAM L) and, therefore, is available only to pilots who request NOTAMs through the controlling Flight Service Station for that particular airport.

For the record, the following airports have been or soon will be published in the A/FD regarding snow removal remarks as follows:

1. No snow removal: Sweetgrass, Tiber Dam, Canyon Ferry, Babb, Browning, East Poplar, Port of Del Bonita, Lavina, Ryegate, and Yellowstone.

2. Snow removal irregular: Lincoln, Elliot Field (Rock Creek), and Dell.

Note that Yellowstone Airport as published last month in this newsletter is not "closed for the season." However, there is no snow removal, it is unattended, and there are no services.

NEW CHART AND DIRECTORY AVAILABLE SOON

The new Montana Aeronautical Chart is in the hands of the printer and should be available for distribution to Montana pilots and others within the month. The 1990 Airport Directory has been completed and received by the Division.

Charts and directories will be mailed to pilots who ordered them at the time they registered for 1990. Others may order by writing the Montana Aeronautics Division, Box 5178, Helena, Montana 59604. Cost of the directory is \$3; the chart costs \$4.

OX BOW AIRPORT CHANGE

The new owners of the Ox Bow Airport, Ox Bow Partners, Inc., have changed the airport's designation from public to private with prior permission required. This would also indicate that there are possible unreported hazards and users assume all risks.

This information will be correct on the new 1990 Aeronautical Chart but arrived too late for inclusion in our 1990 Airport Directory.

The Montana Aeronautics Division will no longer carry liability insurance for the airport nor will we provide maintenance.

FIRC TO BE HELD IN HELENA

The Montana Aeronautics Division will host its annual three-day Flight Instructor Refresher Clinic at the Coach House East in Helena on Friday, Saturday, and Sunday, February 16 - 18, 1990.

Registration will begin at 11:00 a.m. on Friday, February 16. The Clinic will begin at 1:00 p.m. on Friday and involves a total of 24 hours of classroom instruction.

This year the Clinic will be taught by Cockrell Aviation Training. The seminar is designed to meet the FAA requirements for recertification of flight instructors and chief flight instructors. More than 50 CFIs from around the state are expected to attend the three-day clinic.

Application forms with further information have been mailed to Montana flight instructors and FBOs. Instructors who have not received an application may contact the Aeronautics Division office to preregister.



CALENDAR

Jan. 23 - Pilot Safety Seminar, Forsyth.

Jan. 24 - Pilot Safety Seminar, Billings.

Jan. 25 - Pilot Safety Seminar, Big Timber.

Feb. 16 - 18 - Flight Instructor Refresher Clinic, Helena.

Feb. 28 - March 3 - Montana Aviation Conference, Helena.

March 1 - 3 - Aircraft Mechanics Refresher Seminar, Helena.

May 4 - 13 - Air/Space America Trade Exposition and Air Show, Brown Field Airport, San Diego, California.

May 19 - 20 - Benchmark Work Session. (If the weather is bad that weekend, May 26 - 27 will be alternate dates.)

June 16 - 17 - Southwest Montana Spring Fly-In. Sponsored by Butte Hangar, MPA. (June 23 - 24 will be bad weather alternate dates.)

July 20 - 22 - Schafer Meadows Work Session.

July 27 - Aug. 2 - EAA Fly-In Convention, Oshkosh, Wisconsin.

Aug. 3 - 5 - MAAA Fly-In, Three Forks.

LAST CALL FOR VAN DE RIET SCHOLARSHIP

Applications for the Van De Riet Flight Scholarship must be received by the Montana Aeronautics Division on or before February 5, 1990. The scholarship will be presented to the winner at the Montana Aviation Conference in Helena in March.

The Scholarship is made possible through memorial contributions from friends of Jack Van De Riet and was established in 1983 by Ruth Van De Riet. Jack was deeply involved for years in aviation safety programs.

The \$200 scholarship is to be used to help defray costs of flight instruction. The award will be based on applications in the form of a letter explaining the reasons for applying and outlining outstanding achievement, future career goals, and past aviation experience.

Letters of application should be sent to the Montana Aeronautics Division, Box 5178, Helena, Montana 59604. Questions can be directed to Fred Hasskamp at the Division at 444-2506.

SHEA TO HIGHLIGHT SATURDAY AWARDS LUNCHEON



Bill Shea

William F. "Bill" Shea will be featured speaker for the awards luncheon at the Montana Aviation Conference on Saturday, March 3. Shea is Aviation Education Program Manager for the FAA's New England Region.

Prior to his present assignment, Shea served as chairman and professor of aviation at the Center for Aerospace Sciences at the University of North Dakota.

From 1981 to 1985, Shea was former FAA Associate Administrator responsible for U.S. airport grants, planning, standards, and airport improvement program and was responsible for Washington National and Dulles International Airports in Washington, D.C. He served as a former director of aviation for the Port of Portland, California Chief of Aeronautics, Commissioner of Transportation for Broome County, New York, and airport director at the Burlington, Vermont, International Airport.

As a designated FAA pilot with over 7,000 flying hours, Shea's ratings are: commercial, instrument, multi-engine, instructor, glider, and soloed helicopters. He has served in the USAF both as an enlisted man and officer. He is active in the Civil Air Patrol and was a former Vermont CAP Wing Commander. In 1982 he set an NAA speed record in a 1946 Globe Swift from Washington, D.C., to Lawrence, Massachusetts.

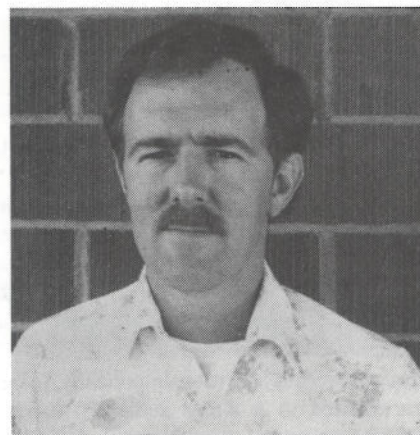
Shea is a former teacher and professor in North Dakota, New Hampshire, Massachusetts, and New York. A former college chancellor, he has had extensive collegiate administrative experience. He was a former member of the University of North Dakota senate. He is an active member of the University Aviation Association and is a member of the Massachusetts Guidance Counselors Association. He received his bachelor's degree from the University of New Hampshire; Accredited Airport Executive, Washington, D.C.; his M.Ed. from Salem State, Massachusetts; and an honorary Ed.D. from Hawthorne College. He completed the transportation program at the Chicago Transit Authority Institute, attended airport planning seminar program at Berkeley, California, and has completed courses at the FAA Academy, FAA Aeronautical Center in Oklahoma City.

Shea is the recipient of the FAA Superior Achievement Award, the U.S. DOT silver medal, the Air Traffic Control Association special Medallion Award, the Arapahoe County (Colorado) Distinguished Public Service Award, and the Michigan Aeronautics Commission Award. Current and former association memberships include the American Association of Airport Executives, Aircraft Owners and Pilots Association, National Association of State Aviation Officials, and Airport Operators Council International. He is a former honorary Squadron Commander for the SAC 905th Air Refueling Squadron, founder and first president of the New York State Airport Managers, and member of several aviation committees for the Transportation Research Board (National Academy of Sciences).

Author of numerous publications, research papers, books, and magazine articles, Shea has traveled extensively, presenting many papers abroad.

The awards luncheon will be held beginning at 11:30 a.m. on Saturday, March 3. In addition to Shea's address, the luncheon will feature presentation of awards by the various aviation groups along with other special recognitions.

ALTIMETER ACCURACY



**By: Ray Austin, Supervisor
Safety and Compliance**

When was the last time you checked the accuracy of your altimeter? If you don't fly IFR, it may have been some time ago.

Perhaps the quickest and easiest way to get an accuracy check is to compare the indicated altitude with that of the fixed elevation when on the ground where an accurate altimeter setting is available. Remember, though, that the published fixed elevation for an airport is the highest usable portion of the airport surface. If the indicated altitude varies from the airport elevation by plus or minus 75 feet or more, then the accuracy of the altimeter is questionable and it should be checked by an appropriately rated repair station.

Remember that the accuracy of an aircraft's altimeter with respect to true altitude is also influenced by nonstandard temperatures, nonstandard atmospheric pressures, and instrument and static system errors.

When flying below 18,000 feet MSL, use the current reported altimeter setting of a station along your route and within 100 nm of the aircraft. Cold, dry air masses may produce barometric pressures in excess of 31.00 inches of mercury. Since most altimeters cannot be set accurately for pressures above 31.00, ATC will only announce 31.00 for anything above that.

A final thought: Since 1" error on the altimeter setting equals 1,000 feet of altitude, remember the old saying, "Going from a high to a low, look out below."

TOP TEN FAR VIOLATIONS IN 1988

Following are the top ten FAR violations for the year 1988 (Source: FAA):

91.9 - Careless or reckless operation - 3,213

91.29(a) - Operation of an unairworthy aircraft - 314

91.75(a) - Deviation from ATC clearances - 782

91.75(b) - Operation of aircraft contrary to ATC instructions - 496

91.79(b) - Minimum safe altitudes - 206

91.87(b) - Communications with control towers - 189.

91.87(h) - ATC clearances required - 267.

91.88(c) - Arrivals and overflights in ARSA - 261.

91.90ii(a) - Operation in Group I TCA - 189.

91.90ii(b) - Operation in Group II TCA - 198.

Who Me?

*The telephone rings,
You jump out of bed,
Grab the receiver,
While scratching your head.*

*Now who can this be,
He ought to be hung,
Still he must be my friend,
Cause my number he rung.*

*Hello, Who is it?
I was sleeping my friend,
The FAA's calling,
Quite a pickle you're in.*

*Remember last night,
About fifteen to seven,
When you filed a flight plan,
ETA at eleven?*

*Well, it's now after three,
And no word we've received,
We've been searching for you,
But now we're relieved.*

*So we've a favor to ask
(But he already knows it).
Next time you file one,
Please mister, "CLOSE IT" !!!*

AIRPORT SAFETY AND LEGISLATION HEADLINE BOARD MEETING

The Montana Aeronautics Board held a regular meeting in Helena on January 10 - 11. A special guest was John Kinna, administrative assistant to Lt. Gov. Allen Kolstad, who expressed the interest of the administration in the Board's activities and thanked them for their work.

Considerable time was spent discussing the safety of Montana's airports. The FAA was invited to the meeting to explain their procedures in airport inspection. The Aeronautics Division also discussed their involvement in airport inspections and the 5010 Master Record program.

In past years, the Division has held airport inspection/safety seminars at various locations throughout the state and has published, in cooperation with the FAA, an Operational Safety Guide which was distributed to all the airports in the state. Both the Division and the FAA have available for loan a video entitled, "Airport Self Inspection." (See related story.)

Board member Sig Ugrin suggested that the Division institute a program whereby each Montana airport (with the exception of air carrier) be requested to submit a quarterly self-inspection report to the Division, noting any deficiencies and steps being taken to correct them. The Board voted their approval of this project. The Division has begun work on this project and should be contacting small airports in the near future. In addition, an airport inspection seminar will be held during the Montana Aviation Conference to explain self-inspection techniques to airport managers and airport governing authorities.

The other major issue discussed by the Board was that of aviation legislation for the upcoming 1991 legislative session. Russ Pankey has been serving as chairman of the Board's legislative committee and presented an outline of the committee's proposal. It covers a range of aviation issues including Board size and authority, funding for airport improvement projects and the Division, the proposed DOT, Yellowstone Airport, and airport zoning.

The Board discussed the proposal at length, recommending some minor changes, and then voted their approval. The proposed legislative package will be outlined and discussed with the AOM Board and then presented to the aviation community for discussion during the Montana Aviation Conference in March.

In addition to regular Aeronautics Division Bureau reports, the Board also received an update on the status of Essential Air Service in Montana. Funding for the program was passed by Congress for this fiscal year. A meeting was held recently in Minneapolis of the National Committee of Cities and States for Airline Service (NCCSAS) to discuss EAS funding beyond the current year.

The Board also received an update on the ongoing study for the proposed Montana Department of Transportation. The Aeronautics Division is one of the state agencies which have been included in a proposed DOT. Information is being gathered about affected agencies and other states will be queried as to the operations of DOTs within those states.

Updates were also given regarding the 1990 Montana Aviation Conference, the beginning of the FY 92-93 budgeting process, and upcoming meetings and events.

The next Board meeting will be held March 1 in conjunction with the Montana Aviation Conference in Helena. The Board will also hold a joint open meeting with Aviation Organizations of Montana (AOM) during the Conference to discuss legislation and the future of aviation in the state.

HAZARDOUS THOUGHT PATTERNS THAT CAN LEAD TO ACCIDENTS

1. Anti-authority - "What right does that guy have to tell me what to do?"

2. Invulnerability - "That might happen to those other guys, but it could never happen to me!"

3. Impulsiveness - "Let's just hop in and go - we can check the weather enroute."

4. Macho - "I'm tough and brave enough to handle anything that comes along."

5. Destiny - "It really doesn't matter what I do or how I do it, it's all been predestined anyway and when my times is up, it's up!"

WANTED - AVIATION SAFETY INSPECTORS!

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

SAFETY is the most important word in aviation. Nobody questions the fact that safety is a prime concern to everyone involved in aviation, including passengers and potential passengers. The news media will often make "mountains out of molehills," so to speak, whenever anything goes awry in aviation. This makes it even more important for not only pilots but for airport managers, airport maintenance workers, aviation mechanics, and others to be ever alert for safety hazards and potential hazards.

A recent discussion of airport safety hazards by the Montana Aeronautics Board, which included Aeronautics Division and FAA personnel, centered around operations at the non-air carrier airports in Montana and how to make them safer for everyone. Most public use airports are inspected periodically through the 5010 Airport (Master Record) inspection program, but these inspections usually involve one inspection visit and occur every one to three years. We all know that conditions can change quickly with snow or ice accumulations, malfunctions of lighting systems, runway lighting or markers becoming obscured by rapid plant growth, etc. The list

is almost endless.

What can be done about this problem? First of all, someone on the local level must be interested in the airport. In most cases, the airport manager takes charge and sees that maintenance is performed when needed and that such things as snow removal don't create additional hazards such as birms or piles of snow that could damage an aircraft. Trees that have grown up in the approach path of a runway or potholes/gopher holes in a runway are other items which need periodic checking. All of these things require ongoing attention and a real concern by all of us if we are going to maintain a high standard of safety in our airport system.

Many airports have very small financial resources from which to hire maintenance work. At such facilities, the pilots who take pride in having a nice airport often take the initiative to paint-up, fix-up, and otherwise maintain "their" airport to a standard that reflects pride and safety consciousness.

Both the Montana Aeronautics Division and the FAA Flight Standards District Office (both in Helena) have a video tape (1/2" VHS) entitled "Airport Self Inspection" available for loan to airport personnel, pilot groups, or individual pilots. This 45-minute color video was designed to assist persons responsible for

inspecting airport operations areas to identify nine areas of concern to airport safety as part of a daily inspection program. These areas include pavement, safety areas, markings and signs, lighting, navigational aids, obstructions, fuel storage, snow and ice conditions, and problems related to construction. Admittedly, this tape is geared to the large airports. However, this self-inspection guide does cover what we must be alerted to at the smaller airports.

We would like to urge all of you who are involved with Montana's airports in any way to answer the title, "Wanted - Aviation Safety Inspectors." Be alert to anything you feel is a hazard or potential hazard to aircraft and make that knowledge known to the FAA, nearest Flight Service Station, or the Aeronautics Division. If such information is provided to us at the Aeronautics Division, we will forward it to the FAA. The FAA also has "Safety Inspection Reports" in card form which are available on request from the Helena FSDO, Helena Regional Airport, Helena 59601. These are for your use in informing the FAA of potential or real hazards to aviation including airports.

CONFERENCE TO FEATURE WIDE RANGE OF SESSION TOPICS

(continued from page 1)

A Flying Friend Seminar will be conducted by Dr. Jerry Cockrell. This will be offered on Friday morning, March 2. Dr. Cockrell will also speak at an open session on Thursday evening.

MATA and MPA will hold their annual meetings during the Conference. MAMA's spring meeting will also be held during that time. Other aviation organizations will also hold business/board meetings.

The Aeronautics Board will meet on Thursday morning, March 1. The Aviation Organizations of Montana will also hold a board meeting. A joint Aeronautics Board/AOM meeting will be held on Thursday afternoon, March 1. Purpose of this meeting will be to distribute and discuss proposed AOM bylaws and to discuss legislation being prepared for introduction in the 1991 legislative session. This meeting will be extremely important to the Montana aviation

community.

Events in addition to the three formal meal functions will include a free hospitality hour in the display area, coffee breaks in the display area, many of them sponsored by aviation related firms, a luncheon on Friday which is offered free to those who have paid registrations, and a breakfast on Friday morning.

Thousands of dollars worth of door prizes will be given away during the Conference. Those who preregister will be eligible for a special drawing for two free airline tickets.

Registration fees for those who preregister are \$25 for an individual and \$35 for a family. Registration at the door will be \$30 for the individual and \$40 for the family. Registration allows for entrance into all sessions and includes drink tickets for a hospitality hour and a free luncheon on Friday, March 2.

Rooms at the Colonial are \$44 for single; \$50 for doubles. Call the Colonial at 406-443-2100. Other motels within one block of the Colonial are the Coach House East (443-2300) and the Super 8 (443-2450).

Meal tickets are separate from the registration (with the exception of the free Friday luncheon) and **MUST BE RESERVED AT LEAST 24 HOURS PRIOR TO THE EVENT**. It is requested that you indicate attendance at the Friday luncheon on the registration form (even though it is free) so that accurate counts can be provided to the hotel.

A very basic, tentative schedule for the Conference is provided elsewhere in this issue along with a registration form. Register now and we'll look forward to seeing you in Helena in March!

TENTATIVE SCHEDULE - 1989 AVIATION CONFERENCE

Wednesday, February 28

Afternoon

Booth Set-Up

Evening

Ag Operators Dinner

Thursday, March 1

Morning

Ag Operators Seminar
Mechanics Seminar
Aeronautics Board Meeting
Concurrent Sessions

Luncheon

Kick-off Luncheon Speaker:
James Kolstad, Chairman, National
Transportation Safety Board

Afternoon

FAA Availability Session
Ag Operators Seminar
Mechanics Seminar
MAMA Board Meeting
Concurrent Sessions
AOM/Aeronautics Board Joint Open
Meeting

Evening

Dr. Jerry Cockrell

Friday, March 2

Morning

Conference Breakfast
Mechanics Seminar
Flying Friend Seminar
Concurrent Sessions
MAMA Business Meeting

Luncheon

Free to Registrants
Door Prizes

Afternoon

Concurrent Sessions
MATA Business Meeting

Evening

Hospitality Hour in Exhibit Area

Saturday, March 3

Morning

MFF Business Meeting
EAA Business Meeting
MAAA Business Meeting
99s Business Meeting
MPA Business Meeting
Mechanics Seminar
Concurrent Sessions

Awards Luncheon

Speaker:

Bill Shea, Aviation Education
Program Manager, New England
Region, FAA

Afternoon

Concurrent Sessions

Evening

Banquet Speaker:

Capt. Mimi Tompkins, 737
Captain, Aloha Airlines

Fifty exhibit booths containing aviation displays by exhibitors from all over the United States. Exhibit area will be open beginning Thursday morning, March 1, and will be open at various times throughout the Conference until Saturday afternoon. Coffee breaks and the Friday hospitality hour will be held in the exhibit area.

1990 Montana Aviation Conference Registration

MONTANA AVIATION CONFERENCE - MARCH 1 - 3, 1990

MAIL TO:

PLEASE TYPE OR PRINT

Montana Aviation Conference
P. O. Box 5178
Helena, MT 59604

Name(s) of participant(s) (for name tags)

Address

Phone

YOUR ORGANIZATION AFFILIATION
(choose one for name tag)

MPA	_____	99S	_____
MATA	_____	MAAA	_____
MAMA	_____	EAA	_____
MFF	_____	CAP	_____
Other	_____		
Non Affiliated	_____		

PLEASE MAKE THE FOLLOWING RESERVATIONS

NOTE: Meal tickets must be purchased no later than 24 hours in advance.

ENCLOSED

Registration Fee -	_____ @ \$25	_____ \$35	\$ _____
Thursday Luncheon	_____ @ \$8		\$ _____
Friday Breakfast	_____ @ \$5.50		\$ _____
Friday Luncheon	_____ @ FREE		\$ - 0 -
Saturday Luncheon	_____ @ \$8		\$ _____
Saturday Banquet	_____ @ \$20		\$ _____

THOSE WHO PREREGISTER WILL BE ELIGIBLE FOR A SPECIAL DRAWING FOR TWO FREE AIRLINE TICKETS!!!

FAA ISSUES CERTIFICATES

STUDENT

Loren Neubauer Wolf Point
Pamela Haugen (Balloon) Great Falls

PRIVATE

Mike Guttenberg Glasgow
Jonathan May Great Falls
Michael Mongen Richey
Kenneth Morton Big Sky
Rowland Adkins Kalispell

PRIVATE SEAPLANE

Rowland Adkins Kalispell

COMMERCIAL INSTRUMENT

Wayne Cavill Ryegate
Charles Trower Scobey
Douglas Long Wolf Point
Greg Riggin Great Falls
Justin Ferguson Big Timber

COMMERCIAL SEAPLANE

Larry Baier Kalispell

INSTRUMENT GROUND INSTRUCTOR

Bert Lawson Billings

INSTRUCTOR RENEW/REINSTATE

Michael Kobos Billings
Sage Olson Billings
Leigh Aslakson Billings
Larry Baier Kalispell
Burton Crockett Billings
Jack Juhola Billings

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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